

**SCHEDULE TO
BE ACCEPTED
BY C. N. LINES**

on. J. D. Reid Announces Ac- ceptance of Wage Increases For Railwaymen

SWELLS DEFICIT

Declares Loss Must Be Met By
Increasing Passenger And
Freight Rates

VANCOUVER, B.C., July 27.—(By Canadian Press).—The Canadian National Railway announced today that it would make wage increases for railwaymen starting at Chicago by the American Railway Union. The H.C. Harbord, minister of railways, formally announced at the banquet given in his honor this afternoon.

He said that the increasing railway deficits from about forty-seven millions to seventy million dollars could be met by increasing wages and freight rates. He said that the Canadian Pacific railway accepted the award, he said, it would be paying no dividends to its shareholders until conditions are adjusted.

The Canadian National lines, Mr. Harbord said, will carry out all the work of the railway union in accordance with the agreement, with the exception of conducting a million-dollar hotel and restaurant campaign.

This means going ahead with a big inflation scheme, costing a million

**APT. STREET
WILL ADDRESS
BOARD MEMBERS**

**S. Avaitor, D. C. Coleman And
And Hon. F. Oliver to Speak
at Luncheon Today**

St. Clair Street, in charge of the expedition from New York to Alaska and his seven associates, with the guests of the board. Captain Street, who, while he has disclaimed aspirations to become famous as a speaker, has consented to address members of the board of trade on purposes of the flight and the experiences they have encountered thus far.

On behalf of the local board of trade by President W. J. Thompson and Secretaries Frith and Hutchinson and when it was learned that they planned to remain here until Friday morning, the president immediately decided to call a special meeting for today.

At this luncheon an address will be given by Hon. Frank Oliver, who has been associated with the various bureaus of transportation in western Canada from the Red River cart to aeroplane.

C. Coleman, the newly-elected president of the E.D. & B.C. railway, is also, very appropriately for this reason, chairman of the Canadian Board. He will also be a guest and address the members. He may take advantage of the opportunity to discuss the railway project with the Edmonton business men in connection with the policy of the new management of this railway, the success of which means so much to this city.

MEXICO CITY NOT VIOLATION OF LAW

MEXICO CITY, Mexico, July 27.—Bolsheviki activities in violation of law have been found in Mexico as yet, Celstino Gasca, governor of the federal district, announced today. He based his statement on a preliminary report of the government

AY ESTIMATE FOR DEEPENING RIVER ABSURD

Toronto Experts Take Issue With Statement of Cost at Waterways Commission

"The figure is absurd," declared Engineer Gaby, of the provincial hydro-commission, "and we have all data which to base our opinion. We have spent large sums tak-soundings and making surveys." The last figure I heard mentioned was \$200,000,000," said Sir Adam Clark, "that figure would probably be the cost of the two principal

"I think Mr. Williams' figures were conservative," said a Dominion government engineer on the other hand, "I allowed \$300,000,000 for navigation purposes and \$450,000,000 for development."

T. P. MALONE

The Best Place to Shop, After All

THIS
ce Sale

T 1 P.M.

OTHER SALE OF SHEETS

beautiful strong White Cotton
body hemmed, size 8x4. They
shape when laundered as they
lead of cut. Re- **\$2.75**
th) www.coca-cola.com



n's Work Shirts, made of Khaki and White Stripe. Shirting plain blue, etc. Reduced to

from some of the best known and most reliable factories shoes of quality and style at considerably less than half their value. There are 98 pair of these \$12.50 Patent Oxfords. De Lyte quality, made of No. 1 quality, patent leather uppers and flexible sewn soles with either high French heels, medium low mil-

lary heels, there are all sizes, and the majority of most wanted sizes and widths, 2 1/4 to 7. Regular \$12.50 values. On Sale Wednesday.

\$5.98

s, 2lb. cans ~~was \$12.50~~ **20c**
 2 lb. cans. ~~was \$12.50~~ **32 1/2c**

es, 3 lb. cans,	22 $\frac{1}{2}$ ⁰
Maple Syrup,	75 ⁰
akes, 2 for	25 ⁰
ap, Bar	10 ⁰
Powder, pkg.,	30 ⁰

25c

**FOUR DEAD, FOUR HURT
IN MINE EXPLOSION.**

Kemmerer, Wyoming, July 27.—men are dead and four others die as a result of an explosion powder magazine at sub-let number six mine of the Kemmerer Coal company, twelve miles north of Kemmerer, Monday. The cause of the explosion is unknown.

**SICKLY WOMEN
GIVEN STRENGTH
VIGOR, SPIRIT**

Many of the woes of women are due to kidney weakness. At first the back aches. Then pains gather around the

and lodge right in the small
back.
To stoop or bend seems impos-
Headaches are constant.
Unhappy existence. No pleas-
life when the body is overloaded
poisons that the sick kidneys
filter out.
Bright's disease is the next
but it can be prevented by using
Hamilton's Pills of Mandrake
Bulmer's. They cure sick

and cure them permanently.
When the kidneys work properly blood is formed. This means nourishment and strength for the whole body. Back aches and dragging pain forgotten. Irregularities disappear. Vital energy is restored, and robust health is once more attained.

Dr. Hamilton's Pills for women is the slogan of thousands. Enormous benefit in many follow their use, and no woman can use medicine that

For the sake of your kidneys
the sake of your liver, for the
vancement of your general well-
being, you can't improve on Dr.
Lifton's pills, 25c per box.

Grain, Stock Markets

Range in Grain Prices

By W. Ross Ainslie & Co.

WINNEPEG				
OATS—	Open	High	Low	Close
July	110 1/2	110 3/4	110 1/4	110 1/2
October	85	85 1/2	84 3/4	85 1/4
December	79 1/2	79 3/4	79 1/4	79 1/2
FLAX—				
July	340	336	336	336
October	341	332	332	332
BARLEY—				
July	153	153 1/2	148 1/2	148 1/2
September	130 1/2	130 1/2	129 1/2	129 1/2
CHICAGO				
WHEAT—	Open	High	Low	Close
December	243	244	233	235 1/2
March	243	246	235	237
CORN—				
July	144	145	140	141 1/2
September	142 1/2	144	138 1/2	139 1/2
December	127 1/2	127 1/2	123 1/2	123 1/2
OATS—				
July	80	80 1/4	74	75
September	70 1/2	71	68 1/2	68 1/2
December	70	70 1/2	68 1/2	68 1/2
BARLEY—				
September	107 1/2	109 1/2	100 1/2	106 1/2
RYE—				
September	180 1/2	180 1/2	175	176

Winnipeg Cash Prices

No. 1 C.W.	
Wheat	1.10 1/2
Barley	1.00 1/2
Oats	75 1/2
Flax	340 1/2
No. 2 C.W.	
Wheat	1.05 1/2
Barley	95 1/2
Oats	70 1/2
Flax	335 1/2
No. 3 C.W.	
Wheat	1.00 1/2
Barley	90 1/2
Oats	65 1/2
Flax	330 1/2

Grain Market

Winnipeg, July 27.—Grain prices were lower for July 27, 1938, than for the close of the previous day. Wheat was down 1/4 cent to 110 1/2, barley 1/2 cent to 153 1/2, oats 1/4 cent to 80 1/4, and flax 1/2 cent to 340 1/2. The market was quiet for the most part, with only a few scattered orders for wheat and barley. The market was quiet for the most part, with only a few scattered orders for wheat and barley.

CHICAGO GRAIN

Chicago, July 27.—Wheat margin closed at 1 1/2 cents below Monday's close. The market was quiet for the most part, with only a few scattered orders for wheat and barley. The market was quiet for the most part, with only a few scattered orders for wheat and barley.

PRICES ON BOARD

July 27.—Prices were lower on the board today. Wheat was down 1/4 cent to 110 1/2, barley 1/2 cent to 153 1/2, oats 1/4 cent to 80 1/4, and flax 1/2 cent to 340 1/2. The market was quiet for the most part, with only a few scattered orders for wheat and barley.

Produce Market

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WINNEPEG LIVE STOCK

Winnipeg, July 27.—(D.L.R.)—Receipts on cattle, 150 head and 20 sheep. The market was quiet for the most part, with only a few scattered orders for wheat and barley. The market was quiet for the most part, with only a few scattered orders for wheat and barley.

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TORONTO LIVE STOCK

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Local Grain Market

No. 1 Northern	
Wheat	1.10 1/2
Barley	1.00 1/2
Oats	75 1/2
Flax	340 1/2
No. 2 Northern	
Wheat	1.05 1/2
Barley	95 1/2
Oats	70 1/2
Flax	335 1/2
No. 3 Northern	
Wheat	1.00 1/2
Barley	90 1/2
Oats	65 1/2
Flax	330 1/2

Local Live Stock

Edmonton, July 27.—(D.L.R.)—Cattle receipts 150 head. The market was quiet for the most part, with only a few scattered orders for wheat and barley. The market was quiet for the most part, with only a few scattered orders for wheat and barley.

REPRESENTATIVE SALES

Edmonton, July 27.—(D.L.R.)—Cattle receipts 150 head. The market was quiet for the most part, with only a few scattered orders for wheat and barley. The market was quiet for the most part, with only a few scattered orders for wheat and barley.

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PROFESSOR AS SCHEME TO KEEP WINNEPEG WARM

Edmonton, July 27.—(C.P.)—There is sufficient power available from the Winnipeg city plant to keep the city warm for the entire year. The statement was made by J. W. Dorsey, city engineer, who said that the city plant has a capacity of 100,000 horsepower, which is more than enough to keep the city warm for the entire year.

Electrical Warmth From River Can Be Generated—Officials To Investigate

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New York Stocks

New York, July 27.—Stocks ended briskly on Tuesday, with the market generally higher. The Dow Jones industrial average closed at 128.12, up from 127.84 on Monday. The market was active, with many new issues being sold.

WINNEPEG STOCK MARKET

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Mining Farmers

Edmonton, July 27.—The mining and farming communities are both interested in the success of the new mining project. The project is expected to provide employment for many people in the area.

Union Bank of Canada

Edmonton Branch: C. H. Hartney, Manager. The bank provides a wide range of financial services, including loans, savings, and currency exchange.

ADRIANOPEL WON BY GREEKS AFTER FIVE DAY SEIGE

Adrianople, July 27.—The city of Adrianople has been won by the Greeks after a five-day siege. The city was captured by the Greek forces, who have now taken control of the city.

GOOD SELECTION

Good selection of hay and mixed farming lands available for sale. The land is located in the area and is suitable for farming.

WESTERN CANADA LAND COMPANY LTD.

Western Canada Land Company Ltd. is a company that specializes in the sale of land in Western Canada. The company has a large inventory of land available for sale.

Notice of Disolution of Partnership

Notice is hereby given that the partnership between J. A. McLaughlin and J. A. McLaughlin has been dissolved. The partnership was formed on July 1, 1938.

BUILDERS, ATTENTION!

Get our prices on lumber of all kinds, lathe, shingles, building paper, etc. We have a large inventory of building materials available for sale.

W. H. CLARK & CO. LIMITED

W. H. Clark & Co. Limited is a company that specializes in the sale of building materials. The company has a large inventory of building materials available for sale.

Bulletin's Second PRIZE SENTENCE COMPETITION

The Bulletin's Second Prize Sentence Competition is now open. The competition is for the best sentence written by a reader. The prize is \$250.

HOW TO BUILD SENTENCES

First choose any one of the Sentences given below. Then make a sentence, which must have some bearing on the word chosen, and place each letter in the sentence in order in the initial letter of a word in the sentence. The sentence therefore has the same number of words as there are letters in the selection. These examples will guide you.

WORD-CHOICES

Word-choices are provided for the competition. The choices are: Lake, Swim, Farmer, Golf, Elevator, Melancholy, Boasting, Sheep, Shopping, Poin, Ant, Chicken, Garden, Harvest, Capital, Interest, Labour, Election, Indemnity, Grain, Freight, Readers, Judging, Security, Lumber.

To the Purchasing Public---

To Live, You Must EARN AND SPEND

To succeed you must earn more than you spend.

You may improve your position either by earning more or by spending less.

If you can't earn more you must spend less or you must go behind.

The amount that you spend is important; but the value you get for what you spend is much more important.

Good buying is the big end of success in life.

It is not in what you pay, but in what you get for what you pay that the profit lies.

"Shopping" is buying the daily needs of life with care and judgment.

Seventy per cent. of the people spend ninety per cent. of their earnings in "Shopping."

The problem of successful "Shopping" is one of the great problems of life under present day conditions.

Because an article is cheap, it does not follow that you save money by buying it. But it may well be, that given the opportunity for comparison and careful selection, the cheaper article may serve the purpose as well as, or better than, the dearer one, and an actual saving be accomplished by its purchase.

To "shop" successfully, you must see what you are getting, and be able to select from an ample choice the article that best meets your needs at the price you can afford.

In staple articles of standard quality, the price is the main consideration, but it is the articles that are not staples that take up the greater part of the family income. It is in the purchase of these articles that careful inspection and selection is needed. If the family needs are bought haphazard, as demand occurs, there cannot be economy. Therefore there must be waste and loss.

Competition is the life of trade. Where there is competition in selling is where the customer can buy to best advantage, both as to selection and price.

The greater the competition in selling, the greater the advantage in buying.

The larger the city—if it is a commercial city—the greater the competition, the wider the selection, and the lower the prices.

New York is the best shopping city in North America, because it is the largest. Chicago is second, because it is the second largest. One of the chief reasons why New York and Chicago are the largest cities in North America is because from the beginning the merchants of those cities made them "shopping" centres.

Edmonton stands to Central and Northern Alberta as New York does to the United States; as Chicago does to the Middle West; as Toronto does to Ontario; Winnipeg to Manitoba, or Vancouver to British Columbia.

Edmonton contains about one-fourth of the population of Alberta north of Red Deer. The needs of the local population are, therefore, large, and competition in supplying those needs is active and energetic.

The industries which radiate from, or centre in, the city are varied. Besides the great industry of agriculture, there is coal mining, lumbering, fishing and fur trading. This variety of industry compels variety in trade, which tends against monopoly and promotes competition.

There is a wider range of needs to supply, and therefore a wider range of effort and means in supplying them, than in any other city of the west, including even Winnipeg. No other western city has the like variety of trade to supply.

This is a land of magnificent distances. The cost and convenience of transportation is a most important factor in deciding business possibilities. Edmonton is on two transcontinental railway lines, and is reached by a third and competitive railway system. It is 40 miles nearer Winnipeg by rail than is Calgary. It has a direct

and the shortest possible rail haul to and from both Vancouver and Prince Rupert on the Pacific. Therefore it has assurance of lowest rail rates and most prompt delivery of goods, which are important favorable factors under competitive selling conditions.

The cost of living enters into the cost of selling goods as well as of making them. Edmonton is surrounded by the most fertile mixed farming country on the continent. All food supplies are received at first, or at most, second, hand by consumer from producer without freight charges. These supplies include flour, beef, pork, poultry, eggs, butter, cream, milk and vegetables of all kinds. Coal is cheaper and in more assured supply in Edmonton than in any other city on the continent. Wood is abundant and available at the labor cost.

By reason of volume and variety of demand, efficient transportation service and lower living costs, Edmonton merchants are able to—and as a matter of fact actually do—offer a wider selection of goods at lower prices than any other city in the West.

The population of Alberta north of Red Deer is approximately 300,000. Of this number, say, 70,000 are in Edmonton. A quarter of a million people reside outside the city but within the territory which for governmental, educational, judicial and business purposes centres here. One hundred and thirteen trains arrive and depart from Edmonton each week under the new schedules—an average of 16 trains a day each way. Out of the total 113 trains, each way, 103 bring passengers to Edmonton only. The other 10 are transcontinental trains. Railways radiate from Edmonton in all directions, and give the people served by them the most convenient means of reaching this city, the business centre of the northern part of the province, as well as the capital of the whole province.

What is true of Edmonton retail business is true of Edmonton hotels. There is a wider range of good hotel accommodation in Edmonton than in any other city of the West. The hotels may be crowded at Fair time or during conventions, but under ordinary circumstances the visitor is sure of ample accommodation and good service.

Edmonton is the shopping centre of Central and Northern Alberta.

Intending purchasers should come to Edmonton and see what they are getting before they buy.

Be sure it is what you want and the best you can get for your money before you take it. There is plenty of choice. You don't need to take something "just as good."

Whether your earnings are large or small, your profit depends on how well you buy.

Your railroad fare is a small matter compared with getting the needs of your household of the right kind, of right quality and at the right price.

Shamrock, Sent Away With More Skill Than Usual, Led Race For Several Miles In The Light Wind

Bandy Hook, July 27.—Facing a light wind, the fifth and deciding cup race is again a contest against time, with the yacht on the home stretch after a turn of the first mark.

The Resolute, at 5:30, with 13 miles to go, was the leader, with one mile in the lead. To cover the course by 8:15, the defender had to sail five miles an hour. The breeze strengthened after the sloops made their turn.

Sandy Hook, N.J., July 27.—At 4 o'clock the preparatory signal was sounded for a start at 2:15.

At 3:50 o'clock the yachts had gone about six and a half miles of the first leg of the course. Shamrock had improved her position to weather and was leading by several hundred yards.

At 4:06, Resolute was rapidly cutting down Shamrock's lead, having better wind.

At 4:10 only a few yards separated the racers.

Resolute was slightly in the lead at 4:19.

At 4:22 Resolute tacked to port and crossed Shamrock's bow. Having crossed, Resolute came about again on the starboard tack. She was being better than she did in the early part of the race.

At 4:35, the yachts were almost becalmed six miles from the turning point. It became a race against time.

At 4:48 the sloops were about 3/4 mile from the outer mark.

At 5 p.m. Resolute had picked up a better breeze, and was speaking for the mark, one and a half miles off. The wind increased to nearly five knots as the two sloops neared the mark. Resolute drew constantly, though slowly, ahead. Shamrock was half a mile astern when Resolute rounded the mark.

The elapsed time on the first leg was Resolute 3:01.29; Shamrock 3:05.37.

Burton shows More Skill

Sandy Hook, N.J., July 27.—Shamrock 15 Tuesday led Resolute across the starting line in the final international yacht race to win the trophy of the America's cup, the start being delayed from 1:15 owing to absence of wind.

Starting on the thirty-mile windward and leeward course charted for Tuesday afternoon, Shamrock was the better of it, her skipper berthing nearly to windward before the yacht crossed the line.

Both yachts hung back at the starting signal was sounded at 2:15, and it was not until the two minutes handicap limit expired, that they started.

At the first time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the second time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the third time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the fourth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the fifth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the sixth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the seventh time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the eighth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the ninth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the tenth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the eleventh time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the twelfth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the thirteenth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the fourteenth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the fifteenth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the sixteenth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the seventeenth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the eighteenth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the nineteenth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the twentieth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the twenty-first time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the twenty-second time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the twenty-third time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the twenty-fourth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the twenty-fifth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the twenty-sixth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the twenty-seventh time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

At the twenty-eighth time the two minutes handicap limit was reached, the two yachts were within the two minutes handicap limit.

TO SUPPORT NORRIS

Winnipeg, July 27.—A meeting of independent and farmer members-elect of the Manitoba legislature will be held here Tuesday evening, and the Winnipeg Tribune quotes William McKinnell, member for Rockwood, as saying that two things will happen.

A farmer-independent parliamentary group will be formed, and a house leader chosen.

A vote of confidence in the New government will be passed, with pledges of support on all general policies.

The wind came in variable strokes and first one and then the other yacht would point better.

At 4:30, the yachts were about 3/4 mile from the outer mark.

At 4:48, the yachts were about 3/4 mile from the outer mark.

At 5:06, the yachts were about 3/4 mile from the outer mark.

At 5:24, the yachts were about 3/4 mile from the outer mark.

At 5:42, the yachts were about 3/4 mile from the outer mark.

At 6:00, the yachts were about 3/4 mile from the outer mark.

At 6:18, the yachts were about 3/4 mile from the outer mark.

At 6:36, the yachts were about 3/4 mile from the outer mark.

At 6:54, the yachts were about 3/4 mile from the outer mark.

At 7:12, the yachts were about 3/4 mile from the outer mark.

At 7:30, the yachts were about 3/4 mile from the outer mark.

At 7:48, the yachts were about 3/4 mile from the outer mark.

At 8:06, the yachts were about 3/4 mile from the outer mark.

At 8:24, the yachts were about 3/4 mile from the outer mark.

At 8:42, the yachts were about 3/4 mile from the outer mark.

At 9:00, the yachts were about 3/4 mile from the outer mark.

At 9:18, the yachts were about 3/4 mile from the outer mark.

At 9:36, the yachts were about 3/4 mile from the outer mark.

At 9:54, the yachts were about 3/4 mile from the outer mark.

At 10:12, the yachts were about 3/4 mile from the outer mark.

At 10:30, the yachts were about 3/4 mile from the outer mark.

At 10:48, the yachts were about 3/4 mile from the outer mark.

At 11:06, the yachts were about 3/4 mile from the outer mark.

At 11:24, the yachts were about 3/4 mile from the outer mark.

At 11:42, the yachts were about 3/4 mile from the outer mark.

At 12:00, the yachts were about 3/4 mile from the outer mark.

At 12:18, the yachts were about 3/4 mile from the outer mark.

At 12:36, the yachts were about 3/4 mile from the outer mark.

At 12:54, the yachts were about 3/4 mile from the outer mark.

At 1:12, the yachts were about 3/4 mile from the outer mark.

At 1:30, the yachts were about 3/4 mile from the outer mark.

At 1:48, the yachts were about 3/4 mile from the outer mark.

At 2:06, the yachts were about 3/4 mile from the outer mark.

At 2:24, the yachts were about 3/4 mile from the outer mark.

At 2:42, the yachts were about 3/4 mile from the outer mark.

At 3:00, the yachts were about 3/4 mile from the outer mark.

At 3:18, the yachts were about 3/4 mile from the outer mark.

At 3:36, the yachts were about 3/4 mile from the outer mark.

VANCOUVER ISLAND BEING SCOUTED FOR NOTORIOUS BANDIT

Nanaimo, B.C., July 27.—Vancouver Island is scoured over a hunt for a bandit supposed to be the notorious George Van Horn, life convict, who escaped some time ago from New Westminster penitentiary. When convicted of killing a Japanese, he was sent to Vancouver Island. The fugitive, whose trail was picked up by the police Monday, has eluded his pursuers on several occasions by clever ruse.

FIGHTING PARSON TO GET APPOINTMENT

TORONTO, July 27.—The Star says: "The Rev. Mr. Spracklin, Sandwich, Ontario, the fighting parson of the border city, will undoubtedly be appointed provincial license inspector."

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